



From the Lincoln office of

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12 August 2003

Dear Colleague,

I am very excited about the Multimodal Transportation Study and the implications it will have on the city of Lincoln and the state of Nebraska. As this is the beginning of the study, I thought I would take the time to lay out some material that should be helpful to all of us, as well as send out some of my personal ambitions for the study. I hope that my perspective as a student of the University of Nebraska at Lincoln can be beneficial to the study in enhancing transportation options for all students in Lincoln in general.

My foremost concern is transit within the city as well as intercity public transportation. I have drafted a basic list of improvements I would like to see within local transit. Perhaps the most important of these improvements is developing a multimodal transportation center, as other communities have done with immense success. I also believe that rail transit, specifically modern streetcars, can have a very real presence in Lincoln in the coming years with superb benefits to commuters and increased economic development. Attachment "A" is a brochure by HDR, the company that was largely responsible for building the Portland Streetcar, which details some possibilities for streetcars and Attachment "B" is an example of one of the latest developments for streetcars in the country, the ongoing plans in Atlanta.

Finally, I have included some recent information on transit advancements in Lincoln. Attachment "C" outlines suggestions and comments by StarTran that came out of the January 11, 2003 Town Hall Meeting. Attachment "D" is comments from StarTran General Manager Larry Worth regarding a student transportation study on the Star Shuttle downtown circulator. Attachment "E" is some general demographic information on the city of Lincoln that will be helpful to have for this study. Attachment "F" is a report of two student studies: the Star Shuttle and transportation for the elderly. Attachment "G" is a page out of the 1974 Lincoln Center Plan, which summarizes transit ideas from the mid-1970s that came out of the 1975 Transit Development Study and 1978 Transportation Systems Management Study. And lastly, I have included a map of the Downtown Parking Committee's plan for a new downtown circulator, which is additionally endorsed by the Downtown Lincoln Association and City Council President Jon Camp.

I hope you find this information to be helpful and informative, and please feel free to talk with me about any elements of the attached materials.

Sincerely,

Eric C. Miller

Eric C. Miller's Progressive Improvement List for StarTran

Corrections and maintenance

1. A citywide system map needs to be constructed and placed at bus shelters, on route schedules, and for advertisements and marketing procedures.
2. Maps and schedules on many downtown bus shelters need to be updated.
3. Bus stop signs need to be fixed – some stops do not have signs and many signs do not display proper route information.
4. Drivers should not leave the bus unattended with riders on board to have a smoke or get a drink.
5. All stops need to be called out and listed on a screen electronically.
6. Full-body wrap advertisements make it difficult for riders to see out of and should be abandoned.

Enhancements and long term

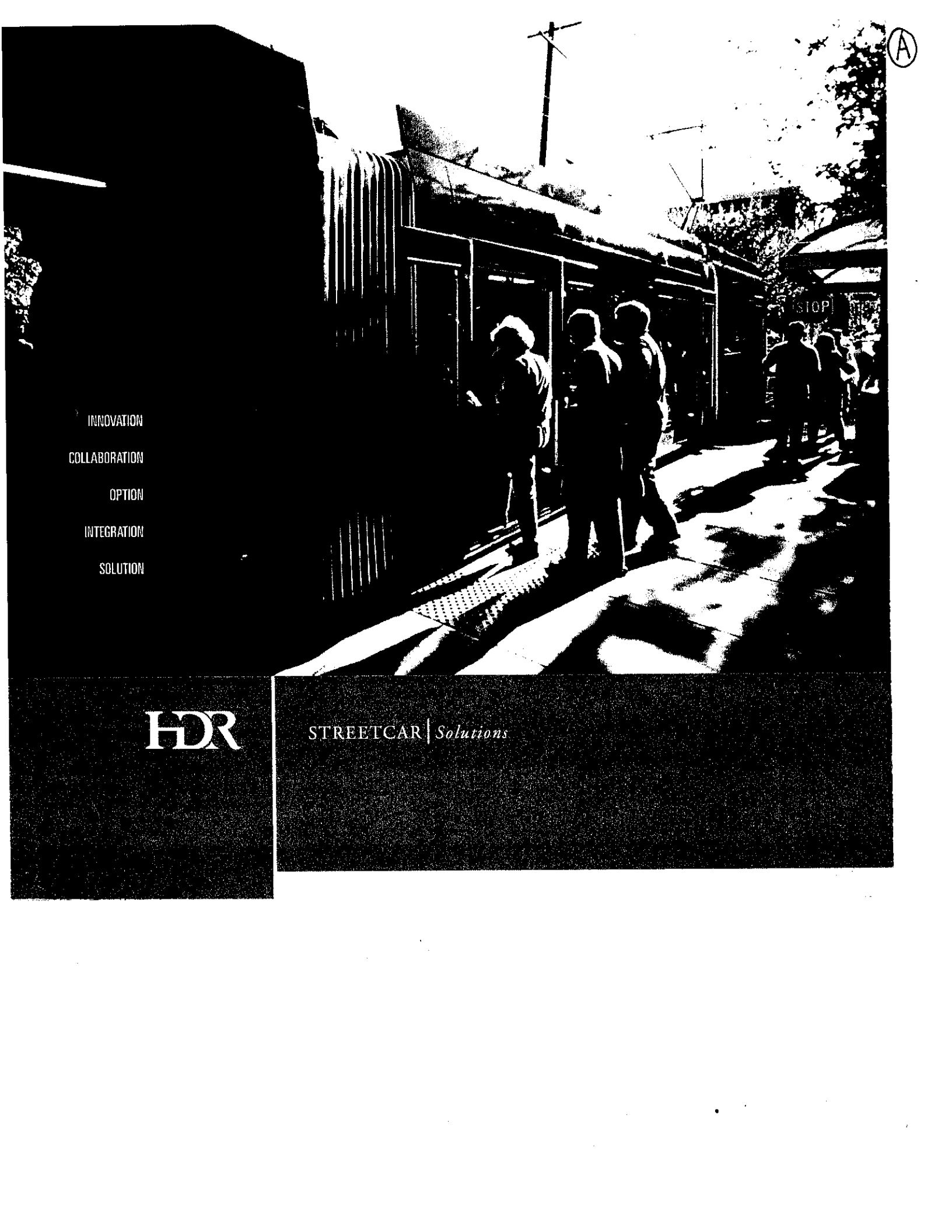
1. Possibility of a Multi-modal Transportation Center should be considered to replace the decrepit transit center at 11th and O. Such a facility should be located in the Haymarket and integrate with intercity rail, intercity bus, and local bike trails.
2. A modern streetcar starter line serving downtown and the Haymarket should be considered. Suggested line would be along Holdrege Street, connecting the two UNL campuses and circulating downtown and the Haymarket.
3. The Star Shuttle downtown circulator should be redesigned to fit downtown commuters' needs and also utilize smaller, more attractive, and more agile buses that differentiate themselves from regular route buses.
4. Bus curb-outs, rather than straight sidings, should be utilized at some major bus stops.
5. Bike racks should be installed on the front of all buses.
6. Evening and Saturday service should be implemented at least for downtown circulators and also potentially for system-wide routes.
7. Bus or rail service to the Municipal Airport should be considered.

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INNOVATION
COLLABORATION
OPTION
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"Not just a transportation project,
a streetcar line is fundamentally a development tool,
a 'place-maker' as well as a 'people-mover.'"

We are trying to support livability by
connecting People to Places."

-Charlie Hales, HDR Transit Planning Principal



Streetcars are back.

After a half-century of demolition and removal, North American cities are rediscovering the benefits of economical, neighborhood-scale rail transit.

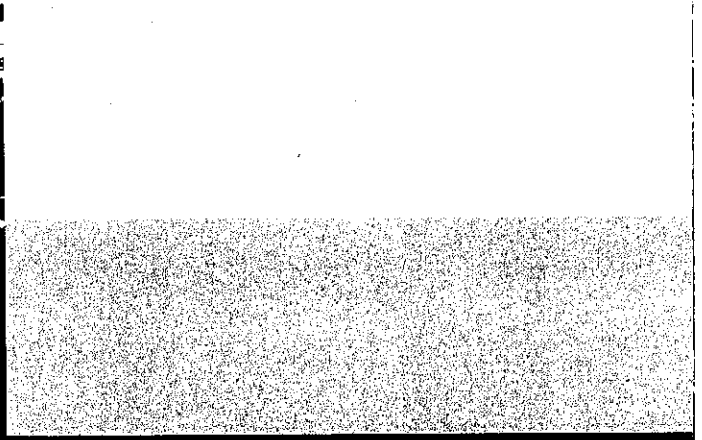
The HDR Streetcar Team is a partnership of the planning and engineering professionals who conceived, designed and built the City of Portland's Central City Streetcar, the first modern streetcar or tram line on American streets in fifty years. We now offer our services throughout North America as cities consider adding streetcar service to their communities.

Our experience in Portland persuades us that cities with certain vital attributes will be able to successfully implement a streetcar project:

- Land use and transportation policies designed to improve urban livability
- Advantageous physical circumstances and redevelopment opportunities
- Local leadership willing to innovate

Community, Mobility and Environment:

Streetcars shape places, while giving a community's residents more transportation options. They are, therefore, a prime opportunity to combine land use planning and transportation planning, to achieve multiple community goals. Used in concert with community planning, streetcars are powerful tools for the vitalization and improvement of urban neighborhoods. This isn't just our opinion; the Federal Transit Administration is placing greater and greater emphasis on land use integration in its rating of projects for New Starts funding.



Streetcar projects require a wide range of services, and the HDR Streetcar Team offers all of them.

I. Program Management

- Strategic Advisory Planning
- Project/Schedule Management
- Project Documentation

II. Community Planning & Design

- Public Involvement
- Community Design Plans
- Downtown Districts/Neighborhood Planning
- Station-Area Planning
- Alignment Selection
- Environmental Services

III. Engineering Design

- Ridership and Revenue Estimates
- Preliminary and Final Engineering
- Capital and Operating Cost Estimates
- Vehicle Specifications and Procurement
- Station Design

IV. Implementation

- Preconstruction Services/Value Engineering
- Construction Management
- Design-Build Procurement and Contracts



The Streetcar Team

Our Team is led by HDR's Charlie Hales, who was Commissioner-in-Charge for the City of Portland's Bureaus of Planning and Transportation throughout development and implementation of the Central City Streetcar. As Commissioner, Charlie helped Portland improve its quality of life as well as its transit options. He led the creation of the Portland Streetcar, from financing and design plans to completion and a wildly-popular first year of operation. His achievements also include raising \$58 million in bonds to improve 114 Portland parks, major improvements to Portland's bicycle and pedestrian facilities, and extending the region's light rail system, the MAX. Under his management, Portland completed over thirty neighborhood plans, including specific development plans for the Pearl District, the highly successful new urban neighborhood developing around the streetcar line. He is recognized as a national leader in the integration of land use planning and transportation project design.

"Non-standard" projects require innovation and problem-solving skills, at least as much as they need technical capabilities. This team brings all of these abilities.

Stacy & Witbeck has completed more track projects in heavily congested metropolitan areas over the last 20 years than any other construction company on the West Coast. The firm specializes in paved track and has completed more projects than any other contractor in the nation. The company excels in projects where innovation, quality, cost objectives, and community relations are primary concerns.

LTK Engineering Services is an innovator and leader in the procurement, overhaul and conversion of rail rolling stock. Since its first procurement in 1935, LTK has participated in the design, construction, overhaul and repair of over 12,000 rail vehicles, including rapid transit cars, light rail vehicles, people movers, monorails, and vintage trolleys.

Otak, founded in 1981, specializes in transportation, growth management and community and urban design. Otak provided design services for Portland's Central City Streetcar.

Shiels Obletz Johnson, Inc. (SOJ) is a small, Portland/Seattle-based firm that specializes in the management of complex urban development projects for public and private clients. SOJ has established a reputation as problem solvers for projects that are complex, controversial or involve numerous, often competing interests.

Nossaman, Guthner, Knox & Elliott, LLP, established in 1959, is internationally recognized for assisting government agencies, private developers and financiers in finding innovative solutions to large public works and infrastructure challenges. With over \$25 billion in projects under advisement, they work in more than 20 states and several foreign countries.

HDR Mission

To be a superior professional firm known for vision, value, and service to our clients, our communities and our employees.

Charles Hales

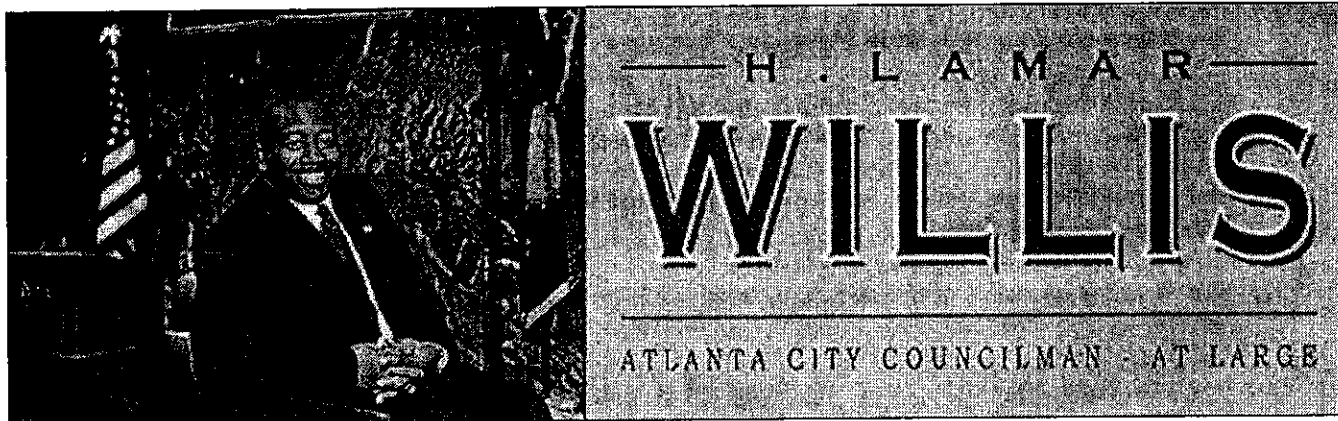
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In the News In the News In the News

2003

News from the Atlanta Journal Constitution - June 30, 2003

Stoking desire for streetcars:

Group wants tracks along Peachtree Street in the next few years

Henry Unger - Staff

After a 40-year hiatus, the streetcar appears to be on the comeback track in Atlanta.

A group of business, community and political leaders is in the final stages of forming a private, nonprofit organization to explore laying track and putting streetcars on Peachtree Street from downtown to Buckhead.

"I would say it's a 70 to 80 percent chance a streetcar will roll down Peachtree in the next five years," said City Councilman H. Lamar Willis, who chairs the council's transportation committee.

Peachtree has been selected because it's the spine of the city. Organizers hope a streetcar line will spawn further commercial and residential development along the route, as well as serve commuters, office workers and tourists traveling short distances. Once the nonprofit organization is formed, possibly within the next few weeks, the first step will be raising funds for a \$100,000 feasibility study, said Michael Robison, chairman of the group and chief executive of Atlanta-based Lanier Holdings, which owns garages and parking lots throughout the country.

Some money for the study, which will explore potential ridership, revenues, expenses, financing and route options, already has been committed.

Robison does not expect a problem raising the rest.

"At virtually every turn, people are excited about getting the project off the ground," he said. "It will help create a pedestrian mall along Peachtree."

Eventually, the group hopes to put together private and public funds for an eight-mile line along Peachtree Street from Five Points to Buckhead, Robison said. The estimated cost is in the \$200 million neighborhood, including the streetcars. As transportation projects go, that is relatively inexpensive. A subway project, for example, costs about 10 times more per mile than a streetcar line.

"We're very supportive of the streetcar," said MARTA General Manager Nathaniel Ford. "Anything that increases mobility within our service area is good for MARTA."

Down the road, especially if the Peachtree line is successful, public officials, business people and community leaders have discussed using streetcars on other routes. Streetcars could connect with trains or buses to form the proposed 22-mile Belt Line transit loop around Atlanta. They could go from Midtown to Atlantic Station across the yellow bridge; from the Emory/Centers for Disease Control area to the Lindbergh MARTA station; around Perimeter Center; and from downtown out Memorial Drive to Decatur.

Robison, Willis and others in the group are getting their inspiration for the Peachtree line from a much-touted streetcar project in Portland, Ore. A \$55 million private-public investment there has helped spawn more than \$1 billion in redevelopment in what was a struggling warehouse district.

Forty-four projects, many of them mixed-use developments with retail on the ground floor and condos above, have been constructed since the 1997 announcement that a streetcar would be built in the Pearl District, said Vicky Diede, Portland's streetcar project manager.

"We're not claiming every bit of development is streetcar, but there is a synergy between streetcar and development, and the streetcar was a very big contributing force," Diede said.

Two tracks running on each side of a street symbolize "permanence" to developers, meaning a long-term investment is not likely to be wasted. Buses, by contrast, do not have that kind of appeal to developers because routes can be changed or eliminated rapidly, increasing the risk for their investments.

What's more, streetcars can encourage "linear development" --- up and down the entire route --- because passengers can get on and off every few blocks. With subways, developers generally cluster projects around stations.

Diede said Portland's real estate market, interest rates and the right demographics all came together to make the project a success. The line started operating two years ago.

In Atlanta, streetcar organizers are motivated by several factors:

A significant portion of the funds may be easier and quicker to obtain because landowners, businesses and developers along the route may be willing to help finance the project. That's because the value and density of the area around the route is likely to increase over the long haul.

While many think of Peachtree as already quite developed, some business people say there is still opportunity for ambitious projects and infill development.

In Portland, the number of housing units along the streetcar line has risen to 100 per acre, from 15 per acre, generating considerably more revenue for developers, landowners and retailers.